

OPS

S E C R E T

IN 29187

TOR: 26/2202Z SEP 68 DES

S E C R E T 261605Z SEP 68 CITE [REDACTED]

25X1A

IMMEDIATE [REDACTED]

IDEALIST [REDACTED] SCOPE CROSS

1. THE FOLLOWING INFORMATION REPRESENTS CORRECTIVE ACTION TO CLEAR DISCREPANCIES ON 058 WHICH CAUSED THE AIR ABORT ON 25 SEP 68.

A. A.C. GENERATOR FAILURE. CAUSED BY DECLUTCHING OF THE CSD UNIT. NEW CSD UNIT INSTALLED; DURING GROUND RUN A.C. SYSTEM APPEARS NORMAL. AS THIS WAS THE SECOND INSTANCE OF CSD FAILURE IN THE PAST FOUR FLIGHTS, THE CSD OIL TEMPERATURE CONTROL VALVE WAS REPLACED AS A PRECAUTIONARY MEASURE. DRY NITROGEN WAS BLOWN THROUGH THE CSD RADIATOR TO ASSURE THAT IT WAS NOT BLOCKED.

B. AUTO PILOT INOPERATIVE DUE TO IRRADIANT PITCH MOVEMENTS. SYSTEM WAS THOROUGHLY CHECKED AND A GROUND WIRE FROM THE PITCH RATE COCKPIT POT TO THE AUTO PILOT COMPUTER WAS DISCOVERED TO BE LOOSE AT THE COMPUTER PLUG. IT IS ASSUMED THAT BULKHEAD FLEXING OR IN-FLIGHT VIBRATIONS CAUSED THE INTERMITTANT PITCH DIFFICULTY; A TEMPORARY GROUNDING FIX WAS ACCOMPLISHED AND THE SYSTEM CHECKED OUT NORMALLY.

C. TACAN INOPERATIVE. DIFFICULTY WAS DISCOVERED TO

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BE IN THE CONTROL HEAD. SYSTEM HAS PREVIOUSLY CHECKOUT OUT NORMALLY DURING GROUND CHECKS USING THE LOCAL MCCOY TACAN STATION; FAILURE IN THE AIR WAS PROBABLY DUE TO RECHANNELIZATION PROBLEMS IN THE CONTROL HEAD WHICH HAS BEEN REPLACED.

2. ASSUMING NO FURTHER PROBLEMS, RETURN MISSION TO  25X1A WILL BE FLOWN ON 27 SEP 68.

3. PLAN NOW IS TO STANDBY AFTER LAUNCH UNTIL THE ARTICLE IS AT HALF WAY POINT. THEN LOAD THE C-130 WITH DEPARTURE OF C-130 AND C-118 ABOUT 1530L.

END OF MSG